THE

North-China Herald.

VOL. IX., No. 467. SHANGHAI, SATURDAY, JULY 9, 1859. PRICE, TAELS 15 ℔ ANNUM.

OFFICIAL NOTIFICATION.—It is hereby notified that from and after the 13th instant and until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

HORACE RUMBOLD,
Secretary of Legation.

H. M.'s Legation, Shanghai, 13th June, 1859.

SHIPPING.

CIRCULAR.

THE P. & O. S. N. Co.'s Steam-ship *Aden*, Capt. I. BERNARD, will be despatched from Shanghai, on *Friday, the 15th instant, at day-light*, with Her Majesty's Mails, for conveyance to Europe *via* Hongkong.

She will have room for 1,800 Bales of SILK for Ports beyond Suez. Application for which, will be received until *Noon of Saturday, the 9th instant*, when the usual allotment will be made.

CARGO will be received on board up to 5 P.M. of *Wednesday, the 13th instant*, and PARCELS at this Office until *Noon* of the same day.

Correct forms of Bills of Lading can be had on application to this office.

E. WARDEN, *Agent.*
P. & O. S. N. Co.'s Office,
Shanghai, 1st July, 1859.

NOTICE.

THE Austrian Lloyds Steam Navigation Company's Steamers have ceased to ply between Alexandria and Trieste, until further notice.

WM. PUSTAU & Co.
Austrian Lloyds Agents.
23jy Shanghai, 30th June, 1859.

FOR SALE, FREIGHT OR CHARTER.

THE A. I, Schooner *Minna*, 299 Tons Register, 5,500 Peculs capacity, and in excellent order for any voyage.

For particulars apply to

ABRAHAM HOWARD.
tf Shanghai, 15th June, 1859.

NOTICES OF FIRMS.

NOTICE.

I HAVE this day established myself as a *Public Tea Inspector*, in the premises lately occupied by Messrs. SIEMSSEN & Co.

JOHN BLAIN.
公道 *Kung-tow.*
Shanghai, 1st July, 1859. 1oc

NOTICE.

THE business of the undersigned, in which Mr. I. [BOHSTEDT has been admitted a Partner he 1st April, will in future be carried on the style or firm of WADMAN & Co.

E. WADMAN.
Ningpo, 1st July, 1859.

NOTICE.

THE Interest and Responsibility of M. JAMES BOWMAN in the firm of W. H. WARDLEY & Co *of Hongkong* and JAMES BOWMAN & Co. *of Shanghae*, cease on this date. Our business will be conducted by the remaining Partners—Mr. FRANCIS BULKELEY JOHNSON and Mr. ALFRED JAMES HOW, *at Shanghae* under the style of JOHNSON & Co., and *at Hongkong* until further notice as before.

W. H. WARDLEY & Co.,
of Hongkong.
JAMES BOWMAN & Co.,
of Shanghae.
3-e Hongkong, 30th June, 1859.

NOTICE.

MR. THOMAS DAVID NEAVE is a Partner in our firm in China.

SMITH, KENNEDY & Co.
6au Shanghai, 28th June 1859.

NOTICE.

MR. ALBERT L. FREEMAN is admitted a partner in our firm. The business will be conducted as heretofore under the style of

H. FOGG & Co.
tf Shanghai, 26th May, 1859.

NOTICE.

I have established myself, since the *1st January last*, as a PUBLIC TEA INSPECTOR, and GENERAL COMMISSION AGENT, at this Port.

R. S. R FUSSELL.
tf Foochow, 16th May, 1859

NOTICE.

THE undersigned has established himself at this Port as *General Commission Agent and Merchant*, under the style of TATHAM & Co

THOMAS TATHAM.
tf Nagasaki, 1st May, 1859.

NOTICE.

THE undersigned have this day entered into Co-partnership as *Shipwrights*, under the style of REYNOLDS & COLLYER.

E. A. REYNOLDS.
C. S. COLLYER.
tf Shanghai, 2d May, 1859.

NOTICE.

IS hereby given, that the Co-partnership under which THOMAS SAMUEL RAWSON, WILLIAM yss KER, WILLIAM PATERSON, and HENRY hin SIMONS, have heretofore carried on ss as *Merchants and Commission Agents* in pore, under the style of KER, RAWSON & Co., expires *on the 30th instant.*

Singapore, 4th April, 1859.

NOTICE.

WILLIAM WEMYSS KER, WILLIAM PATERSON, & HENRY MINCHIN SIMONS, will carry on business as *Merchants and Commission Agents*, from and after *the 1st May next*, as Co-partners, under the style of

PATERSON, SIMONS & Co.
6au Singapore, 4th April, 1859.

NOTICE.

THE undersigned has this day established a GENERAL AGENCY & COMMISSION BUSINESS at *Nagasaki* and *Decima in Japan*, under the style of FRIELINK & Co.

Mr. ADOLPH VOGET is authorized to sign the firm.

W. G. FRIELINK.
30jy Nagasaki, 15th April, 1859.

NOTICES OF FIRMS.

NOTICE.

MR. PERCIVAL LOWELL EVERETT, and MR. ROBERT INGLIS FEARON are authorised to sign our Firm in *China* and in *Hongkong.*

AUGUSTINE HEARD & Co.
tf Shanghai, 30th March, 1859.

NOTICE.

THE undersigned is appointed Agent at this Port to the UNDERWRITERS and MARINE INSURANCE OFFICES OF BREMEN.

EDWIN WADMAN.
tf Ningpo, 26th January, 1859.

NOTICE.

THE interest and responsibility of the late GEORGE SMITH, and of Mr. BENJAMIN GOTT KINNEAR, in our firm, ceased on *31st December*, 1857.

THE interest and responsibility of Mr. ANDREW ARCHIBALD RANKEN, in our firm, ceased on *31st December*, 1858.

SMITH, KENNEDY & Co.
tf Shanghai, 6th January, 1859.

NOTICE.

MESSRS. KNOOP & Co. beg leave to intimate that they have commenced business as *Shipchandlers and General Merchants* in the premises lately occupied by Messrs. RICHARDS & Co.; and hope by strict attention to business to secure a share of the custom of Vessels coming to this Port, and also of the Foreign Community.

Mr. FRANZ KNOOP is authorized to sign for the Firm per procuration.

tf Shanghai, 1st January, 1859.

NOTICE.

THE interest and responsibility of Mr. WILLIAM BROUGHALL in Shanghai having terminated on the 31st ulto. I shall, for the future, carry on the Business of Public Silk Inspector in my own name.

J. F. CARTER.
tf Shanghai, 1st January, 1859.

CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA.

(INCORPORATED BY ROYAL CHARTER.)
SHANHAE BRANCH.

THIS Branch is now open for *General Banking Business*. CURRENT ACCOUNTS can be opened, on which no Commission will be charged, or Interest allowed.

For SHROFFING, a charge of 50 Cents per Mille will be made.

INTEREST

will be allowed on *Fixed Deposit* accounts, subject to,—

Three Months Notice of Withdrawal, at 5 { per Cent, per Annum.
Six do., " " " 6 "
Twelve do., " " " 7 "

The Branch *purchases Bills*, and *grants Drafts*, on the LONDON JOINT STOCK BANK, and the Agencies in BOMBAY, MADRAS, CALCUTTA, CEYLON, SINGAPORE, and HONGKONG,—the *Rates* for which may be had on application.

RICHD. NEWBY,
Manager.
tf Shanghae, 18th September, 1858.

NEW OPENING OF THE CHINESE TRADE.

EAST INDIA & CHINA AGENCY,
Establish for 10 *years in the city of London.*

THE undersigned takes this means of informing those parties who have answered his advertisement by sending him indents for various descriptions of Manufactures, Mess Stores, and other European requisites, unaccompanied by remittances, that they cannot be attended to, until a Cash remittance for at least one half of the amount of their indents upon him has been received, after which, the goods will be shipped immediately, and the remaining cost of the purchases for them, will be drawn for by Bills at 60 days sight.

HENRY CASSIN,
Lloyd's Merchants Room,
26no Royal Exchange.

INSURANCES.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of Mex. $35,000,—on one risk, as under:

1. On Buildings or on their contents.
2. On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

THE LONDON & ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

(Established 1843.*)*

THE undersigned are prepared to accept RISKS (covered by protecting Policies at LLOYD'S and the various LONDON INSURANCE COMPANIES.) by the PENINSULAR & ORIENTAL STEAMERS between *Shanghai, Canton and Hongkong, Amoy*, the *Straits, Ceylon*, the *Presidencies of India, Suez*, and *England.*

The interest in the protecting Policies is assigned to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY, for the purpose of their becoming the Medium of Payment in the event of loss.

For RATES OF PREMIUM and other Information, apply to

M. FISCHER, *Hongkong.*
E. WARDEN, *Shanghai.*
H. T. MARSHALL, *Singapore.*
T. H. TRONSON, *Calcutta.*
ROBERT FRANCK, *Madras*, or
JOHN RITCHIE, *Bombay.*

JAMES HARTLEY & Co.
London 26th June, 1858.

INSURANCES.

NOTICE.

THE undersigned have been duly authorized to act as Agents for the Marine Insurance Company

"HELVETIA,"
of St. Gallen, Switzerland.

WM. PUSTAU & Co.
27au Shanghai, 19th June, 1859.

THE LIVERPOOL AND LONDON FIRE & LIFE INSURANCE COMPANY.

THE undersigned having been appointed Agent for the above named Company at this Port, is prepared to grant Policies against Fire to the extent of £10,000 on Buildings, or on Goods stored therein.

R. S. R. FUSSELL.
17se Foochow, 1st June, 1859.

RELIANCE MARINE INSURANCE OFFICE.

THE undersigned have been appointed Agents for the above named Company at this Port, and are prepared to Grant Policies on Merchandize by first Class Vessels to any part of the World, payable in *London, Bombay, Calcutta, Singapore, Hongkong* and *Shanghai.*

GIBB, LIVINGSTON & Co.
tf Shanghai, 1st March, 1859

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10.000, on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL TWO MILLIONS STERLING.

Trustees,
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*

THE Company is prepared to grant Policies of Insurance against Fire to the extent of £10,000 on any one Building or its contents.

The Policies of the Company are NOT SUSPENDED in the event of invasion or insurrection.

Premiums are payable in the Bills of any of the Local Banks or in other approved Paper.

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf Shanghai, 1st January, 1859.

NOTICE.

THE undersigned are appointed Agents for the *Underwriters* and *Marine Insurance Companies of Hamburg.*

HARKORT & Co.
tf Shanghai, 17th December, 1858.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Port, are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* HONGKONG, SINGAPORE, PENANG, and BATAVIA.

TURNER & Co.
tf Shanghai, 13th February, 1857.

HONGKONG MARINE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES on behalf of the HONGKONG INSURANCE COMPANY, payable in *Shanghae, Hongkong, Canton, Calcutta, Manila, Bombay* and *London.*

LINDSAY & Co.
Shanghae. 1855.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed AGENTS in CHINA for the above COMPANY, are prepared to accept ASSURANCE at SHANGHAE, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others,—*Rate of Premium*, ¾ *per cent per Annum.*

And on their Contents, *at the Rate of* 1 *per cent per Annum.*

ASSURANCES for 6 Months ¾, and for 3 Months ½, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participate in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.
Shanghae, 1st August, 1850.

FOR SALE.

FOR SALE.

At the Office of the North-China Herald.

THE "*HSIN CHING LU*," or "*Book of Experiments*," by T. F. WADE, Esq., *Chinese Secretary*; a work in THREE PARTS, designed to assist Students of the Peking Dialect. Price $6.00.

tf Shanghai, 11th June, 1859.

FOR SALE EX "ANGLO SAXON."

FINE Pale Sherry. }
do. Golden do. } in 3 doz. Cases.
Superior Old Port. }

GIBB, LIVINGSTON & Co.
tf Shanghai, 4th February, 1859.

FOR SALE.

PORT, SHERRY, CLARET, &c.

SMITH, KENNEDY & Co.
tf Shanghai, 6th January, 1859.

NOTICE.

THE undersigned offer for sale at moderate prices a large invoice of Europe Rope from 8½in. to 9 thread, Manila Rope, Canvas, Repairing Canvas, Stockholm Tar and Pitch. Oakum, all kind of Paints (dry and ready made), Paint and Lamp Oils, Varnish, Lime Juice, Vinegar, and a variety of Articles for Ships use.

Also,

Fresh Cheese, Hams, Butter, and Salt Provisions; Pale and Brown Brandy; Port, Sherry, and a variety of Wines, &c., &c.

KNOOP & Co.
Corner of North Gate & Bridge Street.
tf Shanghai, 8th January, 1859.

FOR SALE.

TABLES shewing the Exchange given by Bullion Remittances, from Shanghai to India.

Price, Tls. 2 per Copy.
Apply to the *North-China Herald* Office.
tf Shanghai, 27th September, 1858.

FOR SALE.

CLARET (five qualities); Ermitage 1842; Champagne (two qualities); Sparkling St. Péray; Muscat de Frontignan; Malaga; Pale Brandy; Brown do.; and Kirschwasser, &c., &c.

Great assortment of sweet Liqueurs.

Best salad Oil.

All in 1 doz. Cases.

X. SALABELLE & CIE.
Tchang-fou, North Gate Street corner of Bridge Street.
tf Shanghai, August 6th, 1858.

FOR SALE.

Price One Tael per Copy.
JOURNAL OF THE SHANGHAI LITERARY AND SCIENTIFIC SOCIETY,
at
FOGG & Co.; HALL & HOLTZ;
and
KUPFERSCHMID & Co.
tf Shanghai, 6th August, 1858.

BOOKS ON SALE.

AT H. FOGG & Co.

	price per copy.
WILLIAMS' Dictionary of the Chinese language, ...	$7.00
Do. Commercial Guide, ...	3.00
The same with map of China,	3.50
Do. Map of China, Mounted,....	2.00
Do. " " Pocket,......	1.00
Do. Middle Kingdom 2 vols. with a Map.	

tf Shanghai, 7th April 1858.

HOUSES & LAND.

TO BE LET WITH IMMEDIATE ENTRY.

A Dwelling House containing a Dining-room, two Drawing-rooms and four large Bed-rooms with Dressing-rooms attached.

The Servants-rooms, Garden, and other arrangements, are suited to the wants of residents generally. Apply to

A. CUSHNY.
tf Shanghai, 1st July, 1859.

TO LET.

A House and Godown at the corner of the Consulate Road and Bridge Street; also, a large double Godown at the corner of the Consulate Road and Church Street.

For particulars apply to

R. FRANCIS.
tf Shanghai, 8th June, 1859.

TO LET.

THE Business Premises at present occupied by Messrs. THORNE, BROTHERS & Co, with servant's Offices attached, suitable for a Dwelling House. Apply to

WATSON & Co.
tf Shanghai, 3d February, 1859.

MISCELLANEOUS.

C. A. FLETCHER & CO.,

GENERAL AGENTS.
HAKODADI.
YESSO.
6ju JAPAN.

H. FOGG & CO.,

SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.
SHANGHAE.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

MISCELLANEOUS.

NOTICE.

THE undersigned having removed to their new Store, respectfully invite the attention of the Resident and Shipping Community, to their extensive Stock of Goods, comprising a great variety of useful and ornamental Articles, received by late arrivals from England and America.

Fresh Invoices of Oilman's Stores, Loaf and Crushed Sugar, Figs, Prunes, Butter, Cheeses, Dried Apples, Gallego Flour, Cold Water, Soda and Fancy Biscuits, Split Peas, Corn Meal, Cider Vinegar, Candles, Navy and Pilot Bread.

A fine assortment of Stationery, Glass-ware, Crockery, Water Filters, Plated-ware, Cutlery, and Perfumery.

Tweeds, Broad Cloths, Alpacca, Merino, White Cord, Linen Duck and Drills, Spanish Stripes, Summer Vestings, Printed Flannel, Rubber Overcoats, Turkish Linen and Cotton Towels, Napkins, Chintzes, Damask and Embossed Table Covers, Marseilles Quilts, Merino Vests & Pants, Cotton Socks and Half-hose, Felt and Pith Hats, Cloth Caps, French and English Boots & Shoes, Ladies and Gentlemen's Riding Whips, Saddles, Bridles, Horse Rugs & Rollers, and Dog Collars.

Solar Stand and Hanging, Brackets, and Study Lamps, Chandeliers 3, 4, 5, 6, and 8 Burners, Toilet Glasses, Walking Sticks, Umbrellas, Rattan Chairs, Canton Matting. &c.; and a complete assortment of Ship Chandlery.

H. FOGG & Co.
tf Shanghai, 18th June, 1859.

AMOY DOCK COMPANY, LIMITED.

THE Directors of the above Company beg leave to intimate to Merchants, Shipowners, Masters of Vessels and the Public generally, that the Amoy Dock will be opened and ready to receive Ships *on or about the 1st May proximo.*

The Dock is 300 feet long and 60 feet broad, built entirely of Granite, on a solid foundation, and capable at Spring Tides of taking in a Vessel drawing 17 feet.

The Company will always have on hand a large Stock of Masts, Spars, Planking, Copper, Yellow Metal, Bolts, &c., &c., and they will be able to supply all requisites for the repair of Ships on the most favorable terms.

An Experienced Manager has charge of the Works, and a full Staff of efficient Carpenters, Blacksmiths, &c., will always be kept up.

For the Directors,
THOS. D. BOYD,
Secretary.
13au Amoy, 22nd January, 1859.

MADAME WRIGHT,

MAGAZIN DES MODES.
BARRIER ROAD, SHANGHAI.

Tae-hing. 泰興

KUPFERSCHMID & CO.,

Auctioneers, Storekeepers and Commission Agents.
CHURCH STREET NEAR PARK & FIVES COURT LANES.

A VARIETY of useful and fancy Articles of all kinds constantly on hand and for sale cheap.

Shanghai, 18th January, 1859.

H. MULLER,

Chronometer, Watch & Clock Maker.

INVITES the attention of Shipmasters and others visiting this port, to the well assorted stock of Watches, Clocks and Chronometers he has for sale.

Chronometers will be carefully repaired and cleaned, also rated by Transit observation. Clocks wound by the year at a moderate charge. Prompt attention paid to the repairs of Watches and Clocks.

Shanghai, 18th January, 1859.

McKENZIE & CO.,

Ship Chandlers, Storekeepers, General Agents and Provisioners.
NEAR THE FRENCH CONSULATE
SHANGHAI.

CHEONG FAT,

From Canton.
LACQUERED-WARE, IVORY-WARE, EMBROIDERY, SILK PIECE GOODS, AND ALL KINDS OF CURIOSITIES.
FOR SALE.
Corner of Bridge Street and Park Lane.
16mr SHANGHAI.

KIN-TEE-YUEN,

CAN SUPPLY PARTIES WITH SILKS OF EVERY DESCRIPTION;
GAUZES OF NEWEST PATTERNS;
SHAWLS, and APRONS;
AND EMBROIDERED WORK OF THE LAST FASHIONS,
AT UNUSUALLY LOW PRICES.
TSING-KEE SHOP,
Near the French Consulate.
Shanghai, 1st September, 1855.

SAEKEE & CO.,

Yang-king-pang Street, three doors from Messrs. H. FOGG *& Co.*

HAS FOR SALE AT LOW PRICES,
WHOLESALE AND RETAIL.

Silks, Satins, new pattern Gauzes, Crapes, Embroideries, Nankeens, Sarsnets, Pongees and every description of Silk Piece-goods of Soo-chow Manufacture.

ALSO,

Lacqueredware, Grass Cloth, Ivory Carvings &c., &c., &c.

AND,

Champagne and other Wines.

NEW ADVERTISEMENTS.

NOTICE.

MR. R. D. BROWER is no longer a member in our firm, the business will be conducted as heretofore under the name of

HAMILTON & Co.

16jy Ningpo, 8th July, 1859.

PUBLIC AUCTION.

THE undersigned will sell by Public Auction, on *Monday next, the 11th inst.*, commencing before the sale of Oilman's Stores, &c.

A Japanese Dog of the pure Macao breed, and a 2 pair scull Canton built Boat.

H. FOGG & Co.,
Auctioneers.

o Shanghai, 9th July, 1859.

PUBLIC AUCTION.

THE undersigned will sell by Public Auction, on the premises, on *Monday next, the 11th inst.*, commencing at 11 o'clock A.M.

A fine Assortment of Oilman's Stores.

Lozenges, Sugar Almonds, Lemon Drops, Comfits, Seidlitz and Soda Powders in bottles, Lemon and Kali, a variety of Perfumery, Tooth Brushes, Pomatum, Hair Powder, Powder Puffs, Brown Windsor Soap.

And a Sewing Machine ex *Abdul Medjid.*

H. FOGG & Co.,
Auctioneers.

o Shanghai, 5th July, 1859.

KUPFERSCHMID & Co.

ARE now offering for sale an extensive and choice selection of goods received by *Abdul Medjid, Wild Flower, Challenger* and other late arrivals, consisting of—

Perfumery, Fancy Soap.
Brushes, Sponge.
Fancy Articles for the Toilet.
Hair Dye, Bloom of Kinon.
Fencing Foils, Masks and Jackets.
Navy Swords, Gun fittings.
Powder, Shot, Cartridges, &c.
Mirrors, Linen Provers.
Chintz, Alpacca.
Merino, Moire Antique.
Heavy Twilled English Flannel.
White Cord, Long Cloth.
White and Brown Turkish Towels.
Crimean and White Shirts.
Neck Ties, Riding Gloves.
Jewelry of all kinds.
Berlin Wool and Embroidery Patterns.
Electro Plated-ware.
Coir Door Mats, Toilet Sets.
Deed and Cash Boxes.
Gun fittings, Chubbs Locks.
Window Glass, Moulding.
Brandy, Sherry, Port.
Berkley and Chedder Cheese.
Lea and Perrins Worcestershire Sauce.
Macassar Oil, Pomades, &c.
Dentrifice, Sponge.
Violet Powder, Puff Boxes.
Bandoline, Sachets.
Boxing Gloves.
Colts and Deane's Revolvers.
Opera Glasses, Telescopes.
Curtain Damasks.
White and Brown Linen Drill.
Plain colored and printed Flannels.
White and colored Linen Duck.
French Cassimere, Tweeds.
Embossed and Printed Table Covers.
Cotton Silk & Lisle Thread Socks & Stockings.
Cambric Handkerchiefs, Braces.
Stationery, Air Clocks.
Cutlery, Glass Ware.
Pewter Beer Pitchers and Mugs.
Dog Chains and Collars.
Bolts, Hinges, Screws.
A variety of Hardware.
Claret, Gin, Whiskey.
York Hams, Biscuits.
Chutney, Curry Powder.

Also,

A complete assortment of Dr. Jaynes celebrated Medicines which will hereafter be kept in regular supply.

And,

An extra size Fire Proof Iron Safe with complete Iron Inside fittings, patent locks, &c.

16jy Shanghai, 9th July, 1859.

THE
North-China Herald.
SHANGHAI, SATURDAY, JULY 9, 1859.

LATEST DATES.

England, ...May	10	Singapore. ......June	16
Bombay, ...June	1	Hongkong, ...June	28
Calcutta, ...	—	New York,......April	27
Galle, ...June	7		

Mail of 26th May from London *viâ* Marseilles due in Hongkong, 8th.—Shanghai, 15th inst. Last year it was received on 12th, per *Yang-tsze*, and 13th per *Aden.*

Latest dates in England from China.—

		Received	
Hongkong, March	15	*viâ* Marseilles,	..Apr. 27
Shanghai, „	5	*viâ* Southampton,	May 1

BIRTH.

On the 6th inst., the wife of John R. Hooper, Esq., of a Daughter.

COMPARISON OF OBSERVATIONS,

taken by

A SELF REGISTERING THERMOMETER

in the open air, in a shaded situation, at Shanghai,—the Maximum by day, and the Minimum at night.

FOR THE WEEK.

	Ending 8th July, 1859.		*Ending 8th July, 1858.*	
2,—	*Max.* 81	*Min.* 72	*Max.* 75	*Min.* 69
3,—	„ 78	„ 71	„ 75	„ 68
4,—	„ 79	„ 73	„ 76	„ 71
5,—	„ 79	„ 72	„ 80	„ 73
6,—	„ 79	„ 71	„ 82	„ 75
7,—	„ 78	„ 73	„ 84	„ 76
8,—	„ 76	„ 70	„ 90	„ 79

To be continued weekly.

N B.—The thermometer used last year is nearly two degrees lower than that now in use.

◆

QUOTATIONS.

(Friday.)

Exchange,..............No quotations.

Opium.

July	*Malwa* New, Tls.	*Malwa* Old, Tls.	*Patna* New, Tls.	*Patna* Old, Tls.
2—475 —	..485 —	..583 —	..572 —	
4—475 —	..485 —	..550 —	..570 —	
5—475 —	..485 —	..575 —	..572 —	
6—475 —	..485 —	..580 —	..570 n'l.	
7—475 —	..485 —	..575 —	..572 —	
8—475 —	..485 —	..575 —	..575 —	

◆

PASSENGERS.

Arrived.—Per *Hellespont*, Mr. & Mrs. Geo. Lyall and two children, Mrs. Legge, Messrs J. Jardine, Austin, Dr. Dickson, and Capt. Baylis. Per *Nova*, Mr. Marshall. Per *N. B. Palmer*, Mr. Olyphant & family, Miss Frisch, and Dr. Fish. Per *Falcon*, Mr. Geo. S. Morrison.

Departed.—Per *Hellespont*, Mr. & Mrs. Geo. Lyall, and two children, Mrs. Legge, Messrs. Jardine, Austin, and Dr. Dickson.

◆

Expected.—To leave Southampton,—

May 20.

For Hongkong. Dr. C. A. Anderson, Messrs. Horsford, and J. Doyle, R.N.

For Shanghai, Mr. W. T. Tyers.

June 4.

For Hongkong, Mr. & Mrs. C. A. Hubner, Messrs Rigby, and Hubner, Junr.

NOTIFICATION.

Whereas by a Verdict of the British Consular Court certain person or persons unknown have been declared guilty of the Wilful murder of John Foreman, a British subject, late 2d Engineer of the steamer *Rêmi*. Notice is hereby given that the sum of Two hundred Dollars will be given as a Reward for such evidence as shall lead to the conviction of the person or persons actually guilty of the above murder.

D. B. ROBERTSON,
Consul.

British Consulate,
Shanghai, 8th July, 1859.

The next inward mail—from London May 26th, is due by the P. & O. Company's "Table" on the 15th inst. Last year it arrived on the 12th per *Yang-tsze* and 13th per *Aden*. Allowing 45 days, in which time the two mails before the last were brought, we should receive it tomorrow or on Monday, if the *Yang-tsze* comes up.

The valuable service rendered to this community by that steamer cannot be too highly appreciated. All will acknowledge the great accommodation she has afforded to us and we may therefore, without presumption, in the name of all, offer a word of thanks to her owners for their liberality in allowing her to carry the mails and to her commander for the extraordinary energy displayed in performing his voyages with so much celerity. Nor can we omit to thank the Acting Postmaster at Hongkong for his kindness in transmitting the letter boxes by so favorable an opportunity. This vessel has, in fact, not only been bringing our letters and taking replies, gratuitously, whilst the highly paid contract mail boats have only brought newspapers, but we have frequently gained a fortnight by receiving and answering letters by her instead of the P. & O. Company's boats.

The last outward mail was dispatched on the 26th at day-light. On the same day the *Yang-tsze* brought the inward mail of 10th May, and left again with our Packets on the 29th in time for steamer from Hongkong on the 5th inst. The *Aden* arrived on the 29th after the *Yang-tsze* had left, but as she only brought the heavy portion—newspapers and packages it was of no consequence.

We must agitate this grievance until it is remedied.

A portion of the following appeared in *Extras* we published yesterday:—

NEWS FROM THE PEI-HO.

Sad accounts from the Pei-ho have reached us by H. M. S. *Fury*, Commander Commerell. We can vouch for the authenticity of the following statement of what actually occurred. Our desire to make it public with as little delay as possible obliges us to postpone for a second Edition any further reliable particulars that we may collect.

On the twenty-fifth ultimo the forces under Rear Admiral Hope, whilst employed in removing the obstructions to the progress of the Foreign Ministers up the Pei-ho were fired upon by the Forts at the mouth of the river.

An action ensued when, owing to the formidable nature of the obstacles, the large numbers of the enemy and a determined resistance which previous experience of Chinese warfare rendered quite unexpected, the attempt to proceed up the river had to be abandoned for the present, not however, we regret to add, without a heavy loss. The enemy is said to have been for the most part composed of Mongols from the Amoor under the command of their Chief Sangkolinsin (more commonly known as Sang Wangyay), and the destructive fire from their batteries evinced great skill in the management of artillery.

The news brought by H. M. S. *Fury*, from the Gulf of Pecheli came like a thunder-bolt on this community. Assurances had been gratuitously circulated that the Imperial Government, aware of their weakness to oppose, had determined to receive the foreign Plenipotentiaries and fulfil the treaty stipulations in all their integrity. Rumours of the contrary were afloat sometime ago but they had subsided, and foreigners waited in full confidence of an early and peaceable exchange of the ratified treaties and the final settlement of a question that has so long interrupted harmony between the British and Chinese Governments. The fallacy of trusting to the faith of an Asiatic is too sadly realized. The treaty has been ratified—in blood. The day of retribution must come, the British Government is bound in honor to see to that. The means are in its power, and we trust they will be used judiciously. Canton is in our possession. Nanking would be easily acquired, even by the small force we have in these waters, and as easily held against troops that have not for so many years been able to eject the miserable rebels. Let us take possession of that central city, and then organize our plans against the Imperial Government.

An Officer with an interpreter was sent to the Chinese with a message stating that the British plenipotentiary had arrived with the treaty and as he was proceeding to Peking to exchange the ratifications as was customary, he desired that the obstructions in the river might be removed. The Mandarin one of low grade, was insolent in his demeanour and said they would not be removed, that indeed he had no force with him. He was told that unless a passage for the expedition was opened in three days, it would be done by our own forces. The Officer was not allowed to land, the parley taking place in a boat. There was no demonstration or appearance of any force within the forts. No flags flying as on the former occasion and all was still as if they were occupied only by a small force. The guns were all masked.

The following letters, one of which we gave in an extra yesterday contain a detail of the operations.

H. M. S. ——— off the Pei-ho,
July 1st, 1859.

On the 25th of June, the negociations with the Chinese having come to nothing but a put off to gain time, the Admiral with his Flag flying in the *Plover*, followed by the Gun-boats *Lee, Nimrod, Cormorant, Opossum, Banterer, Starling, Forester, Kestrel, Janus*, and *Haughty*, proceeded to take up a position off the Pei-ho forts, ready to attack in case the Chinese should offer any resistance to clearing away the barriers. At 2 P.M. the stations having been pretty well obtained with the exception of *Starling* and *Banterer*, who were on shore—the former on the south and the latter on the north Bank—the *Plover* and *Opossum* weighed; the latter proceeded to clear away a passage through the iron stakes which composed the first obstruction. Two of these having been drawn the *Plover*, followed by *Opossum*, passed through them, and also the second boome which had been destroyed by the Flag Captain on the previous night. On arriving at the second she attempted together with the *Opossum* to break through it but without effect; almost immediately a single gun was fired at her and directly all the masks were rolled up and a tremendous fire was opened on the squadron and the action became general. The *Lee* by signal from *Plover* passed through the stakes to the support of the Admiral. The *Plover* and *Opossum* were however, soon obliged to slip, the fire being too heavy for them, and, followed by the *Lee* dropped clear of the stakes at 3h. 15m. The Gun-boat *Plover* suffered very much in killed and wounded. An officer was sent to the Reserve to order up re-inforcements but the tide was too strong for the boats to attempt to pull up. The American Flag Officer very kindly offered to tow the boats up to a position to enable them to reach the gun-boats. At 4.30, the enemy's fire was slackened considerably, orders were sent down to the Reserve for the marines and naval Brigades to prepare to land and the *Forester* and *Opossum* together with the *Toey wan* proceeded and towed them to the *Nimrod*, the place of rendezvous. At an early period of the action the Admiral had been wounded on board the *Plover* by a splinter in the thigh, and that vessel was almost entirely disabled. He shifted his flag to the *Opossum*; when there, he took his station on the caboose and from thence issued his orders until a round shot cut the main stay on which he was leaning and caused him to fall to the deck, a height of some eight feet, breaking a rib and severely shaking him. After a short time he left the *Opossum* in the *Du Chayla's* gig and proceeded to the *Cormorant* where he remained. At 5.45 the boats having assembled alongside *Nimrod* pushed for the shore as near the stakes as possible and opposite to the left Bastion, about 600 yards distance from it. The landing here was composed of mud about knee deep and the greatest difficulty was experienced in getting up the scaling ladders and bridges. The Marines and Naval Brigade, a small portion of which had only just landed, pushed to the front, under a very heavy fire from six guns in flank and in front. The fire from the walls, of gingalls, rifles and arrows was also very heavy.

No check had hitherto taken place, but here a ditch five feet deep and ten broad occurred and the men, having no choice, plunged across and thereby wetted their ammunition. A party of some 50 officers and men again pushed on and crossed another wet ditch which took them within 20 yards of the wall. In the mean time Captains Shadwell and Vansittart as also Colonel Lemon having been wounded the commands devolved on Commander Commerell and Major Parke. It was now about 9 o'clock and darkness had set in. The position of the landing party was most precarious, 50 officers and men, alone remained in the first ditch and about 150 in the second. Many had been killed and wounded, and with the exception of a small body one hundred and fifty yards further back, no re-inforcements appeared to be offering, and the men already at the front were perfectly exhausted and without dry ammunition or rifles fit to use. The Officers in vain encouraged their men to charge to the walls but it was ineffectual, the men were few and done up, and even if they had they never could have carried them against the thousand that lined the walls. Under these circumstances the Commanding-Officers dispatched an officer to the rear to ask for instructions, and the Senior Officer sent him back immediately with orders for the force to withdraw as no re-inforcements could be sent. Directly this order was received the wounded were dispatched to the rear, by twos and threes, and two hours having been given them to get to the boats the small advanced party retreated in good order from ditch to ditch examining the ground in their retreat for any wounded that might have been overlooked. Many poor fellows, alas, in the retreat fell to rise no more but the wounded were saved and brought off.

In the meantime the boats of the squadron under Capt. Willes employed themselves in embarking the wounded and landing party, and at 1 o'clock or a little after they were all off. The Gun-boats did their duty ably and covered the landing party up to the latest moment it was prudent to fire, and shortly after, as a testimony of their hard fought day, the *Lee* and *Kestrel* sunk, and the *Haughty* just managed to keep herself afloat till the morning, when she went down, but fortunately out of range. At 3 A.M. the *Cormorant* with the Admiral on board, and full of wounded, was so fast aground that it was considered necessary to leave her, as she was right under the batteries, and at day-light the enemy would doubtless concentrate their fire on her, whereas, if she were temporarily abandoned it was hoped that the enemy would cease firing on her and the next night we should be able to get her off. For the same reasons the *Plover* and *Starling*, both immoveably aground, were cleared of their crews. The morning of the 26th showed our Squadron in sad condition, hardly a gun-boat was undisabled. However, during the day the carpenters of the Squadron were employed patching them up temporarily, and the *Starling* having floated, her second master proceeded in a dhingy and cut her cable when she drifted out of range with the ebb. That night attempts were made by Capt. Willes to recover *Cormorant* and *Plover* but without success. The *Cormorant's* ship's company having remained till 11 A.M. to endeavour to float her, a most terrific fire was opened upon her from batteries, both north and south, and it soon became evident that she was sinking. Orders were therefore sent down to Commander Wodehouse ordering him to abandon her if he had no hopes. Her ship's company and officers were embarked accordingly, but not before the water was up to the lower deck, and half an hour afterwards she went down head foremost. The same night fresh attempts were made on the *Plover* but it was found impracticable as she was full of water and her shot holes between wind and water gave no hope of her being able to float. At day-light, the *Kestrel*,—sunk on the 25th under the batteries,—was observed drifting out and having been towed by the *Janus* into shoal water was eventually recovered. During that day the enemy got on board the *Plover*, over the mud, and saved us the trouble of destroying her by setting her on fire, themselves, but not before a great portion of stores had been recovered.

The next two or three days the boats of the *Chesapeake* were employed destroying the abandoned vessels as much as possible.

I have no time to add more as I hear a vessel is going to Shanghai. Pray let me hear from you as soon as possible. We shall in all probality remain in the Gulf till nearly the last.

H. M. S. ——— off the Pei-ho,
July 3d, 1859.

The whole of the squadron had assembled off the Pei-ho by June 18th and preparation were immediately made in case warlike measures should be necessary, *we* in the squadron, however never dreaming that the Chinese would be so mad as to resist. Several letters and messengers passed between Mr. Bruce and the Mandarins the purport of which will never be known until they are published in the English papers; but the question at issue seemed in the end to have resolved itself into this.—The Mandarins said that Mr. Bruce would be received at Peking by going some round about way, but that the river was blocked up by barriers and no man of war would be allowed to pass. Mr. Bruce on the other hand was determined that he would go by the river, and force the passage if necessary. Of course the matter now fell into the Admiral's hands and warlike operations immediately commenced. On the 24th, the whole of the Naval and Marine Brigades, with the boats of the squadron, and sixty men from the French Frigate *Du Chayla*, were towed in over the bar and put on board some Junks which had been detained for the purpose out of gun shot of the forts,—the remainder of this day was spent in making the final preparation for an attack on the forts which are very substantially built and have evidently had the benefit of European skill in their construction, as did also their guns during the action,—the principal forts consist of three bastions connected by curtains and armed with guns of from 24-pounders to 50-pounders. One of these forts is on the south bank of the river and another on the north, but that on the north runs at right angles to the south batteries, and thus any ships anchoring parallel to the south forts, i. e. in the line of the river, are exposed to a raking or longitudinal fire from the north forts,—besides these, there are two or three other batteries which took part in the action but without much effect,—four very formidable barriers crossed the river, the outer one being so situated that it was not more than six hundred yards from any gun in the batteries and considerably less than that from most of them. The Flag Captain partially destroyed one of these barriers during the night of the 24th but was fired on by the batteries and retired.

On Saturday, 25th June, the gun-boats *Janus, Kestrel, Lee, Haughty, Plover, Starling, Opossum, Banterer*, and *Forester* with the despatch-vessels *Nimrod* and *Cormorant* took up their positions, the inner gun-boat, the *Banterer* being close to the outer barrier on the north side of the river, the line of vessels crossing the stream from that point diagonally or in a southerly direction,—the Admiral had hoisted his flag on board the *Plover* and with the *Opossum* leading, he proceeded about 2 P.M. to force his way through the outer barrier, the *Opossum* steamed at it, but it was too strong for her, however by hooking her anchor to one of the piles she managed to drag one up and so made room to pass through and then steamed on towards the second barrier.—every one now began to think that the Chinese were going to let us pass through quietly, but that idea was of very short duration, for the Admiral following the *Opossum*, had no sooner pushed the bow of the *Plover*, through the barrier than "bang" went a gun from the batteries into her, she immediately returned it and the whole of the Forts opened fire as if by magic (this was at 2:40 P.M.) a tremendous cannonade ensued and it lasted without intermission until between four and five o'clock, the Chinese firing with remarkable precision and causing a terrible loss on board the gun boats,—the *Plover* and *Opossum* had to retrace their steps and join the rest of the squadron, so severe was the fire that in a very short time the *Plover* and two other gun boats had to be reinforced from the Naval Brigade,—the Admiral was wounded in the early part of the action but refused to leave the deck, his gun boats were evidently a mark for the enemy until he shifted to the *Cormorant*. The tide falling, several of the vessels grounded and the enemy's fire was now cutting them to pieces below the water line, the southern batteries however had begun to slacken their fire, and it being thought that a landing might be effected with a good prospect of success, an officer was sent to inspect the proposed spot for the landing and reported it practicable,—the signal was immediately made for the landing parties and the two brigades approached in tow of vessels for some distance, and then pulled in towards the shore. Directly they commenced landing they were assailed by a tremendous fire from all the batteries and a dreadful carnage ensued; the mud was so heavy that the men could scarcely struggle through it and they were mowed down by dozens, many who were wounded fell and were smothered in the mud others were actually drowned in this dreadful morass from pure fatigue. Many more contrived to push on towards the batteries, but scarcely a man had a dry cartridge. The two ditches were crossed, but the utter impossibility of bringing up scaling ladders or bridges through such a sea of mud baffled all attempts at storming,—the Chinese threw out fire balls, which, in the darkness that had now come on shewed very distinctly the position of our people. Capt. Shadwell who commanded the Naval Brigade having been severely wounded and many other officers and men killed and wounded, it was but too evident that any further attempt would only entail a still greater sacrifice of life, and therefore the "retreat" was reluctantly ordered. The Chinese gave a yell of triumph when they saw this movement and if possible redoubled their fire, whilst our poor fellows retraced their steps as best they could, many having to crawl on their hands and knees to prevent sinking into the mud altogether. By 1 A.M. the wounded and the remains of the landing party were embarked. To return to the gun-boats,—the duel between them and the forts commenced with great fury and continued until long after dark when at length all the ammunition being expended and the vessels all being in a sinking condition the firing gradually ceased and by ten o'clock the action may be said to have ended,—the *Lee* and *Kestrel* had already sunk and the *Cormorant* was fast following their example and they with two or three other gun-boats had to be deserted during the night. Thus ended this most disastrous affair, the only redeeming point in it, is, that our men, though beaten, fought everywhere with the most desperate resolution, and had there been firm footing for the Marine and Naval Brigades there can be no doubt that the forts would have been carried, as it was their part of the fighting was a struggle against mud and not against Chinamen. Between the 26th June and this day we have managed to rescue all the vessels from under the guns of the batteries except the *Cormorant Lee* and *Plover*, they are utterly destroyed but the remainder have been patched up sufficiently to make them float,—the *Kestrel* floated out in the most extraordinary manner, and managed to steam out and join the rest of the squadron last evening, and the Chinese who have kept up a desultory fire on our vessels ever since the 25th are now left in the quiet enjoyment of their victory. The Americans though they took no part in the action have been extremely kind in assisting our wounded and in various other ways have earned the good wishes of the whole squadron. I send you a list of the killed and wounded which you will see is a very heavy one considering that the total number of men of all arms engaged did not exceed 1,300 men,—there may be one or two names omitted but it is very difficult to discover among so many vessels, who are in the list of casualties. I cannot now ascertain the number of seamen and Marines in each vessel but the total loss including Officers and Men of all arms is 464 killed and wounded, the officers are as follows:—

Casualties.

Before the Pei-ho forts on the 25th June, 1859.

Killed.

Lieut. Graves, R.N., *Assistance*, killed on shore.
Lieut. Clutterbuck, R.N., *Coromandel*, do.
Lieut. Rason, R.N., *Plover*, killed on board.
Capt. McKenna, Royal Regiment, do. *Plover.*
Mr. Herbert, Mid., *Chesapeake*, killed on shore.
Lieut. Woolridge, R. M. Brigade, do. do.
Lieut. Inglis, R. M., *Highflyer*, killed in boat.

Wounded.

Admiral Hope, severely.
Capt. Vansittart, *Magicienne*, loss of left leg below knee.
Capt. Shadwell, *Highflyer*, severe wound of foot.
Capt. Willes, *Chesapeake*, slightly.
Col. Lemon, R.M. Brigade, severely.
Lieut. Purvis, R N., *Highflyer*, slightly.
Lieut. Buckle, *Magicienne*, slightly.
Mr. Burniston, master, *Banterer*, slightly.
Mr. Armitage, mid., *Cruiser*, severely.
Mr. Pawlett, mid., *Cambrian*, severely.
Mr. N. B Smith, mate, *Chesapeake*, severely.
Mr. Philips, 2d master, *Plover*, slightly.
Lieut. Longley, R. Engr., do., severely.
Rev. H. Hewlett, Chaplain, R.M. Brigade, severely.
Capt. Masters, *Chesapeake*.
Capt. Slaughter, R. M. Brigade.
Lieut. Williams R.M. Arty.
Lieut. Crawford, R.M. Arty.
Lieut. Collier, R. M. Brigade.
Lieut. Carrington, R.M. Brigade.
Lieut. Smith, R M Brigade.
Lieut. Perceval, *Fury*, slightly.

Total Killed and Wounded.

British, ... 464

French 4 killed and 10 wounded including Capt. Tricault *(Du Chayla)* wounded in the arm.

Total of Marine Brigade *only*.

	Killed.	*Wounded.*
Officers,.........	1	15
Sergeants, ...	2	13
Buglers,.........		2
Corporals, ...	1	8
Rank and file, ..	24	104
	28	142

Total killed and wounded 170.

The following was in type before the receipt of the news from the Pei-ho, which unfortunately confirms its authenticity.

PEKING GAZETTE.

From the *Peking Gazette* dated the 6th ultimo we extract the following memorial to His Imperial Majesty from Hangfuh, Governor General of Chihli province, respecting the raising of funds necessary for the arming of the Teentsin river. We are unable to state when the memorial was presented to the Emperor but think that it would be about the middle, or first part, of May.

I, the Governor General, pray humbly to memorialize Your Majesty that I have on examination found that the Teentsin river is the principal route from the sea board to Peking; and that it is of the utmost importance that it should be placed in a fit state of defence. During last year when the Imperial Commissioner, Prince Săngkihlinsin was stationed at Teentsin, and after tranquillity had been restored, he caused forts to be erected in different places, using every care that nothing necessary should be left wanting; and on his returning again this year to Teentsin he made further considerable additions, by erecting more forts, and camps; and making booms to put across the river, fire rafts, iron anchors, chains, cannon, &c., &c.: in short he prepared every military article required to resist attacks. Prince Săngkihlinsin exerted himself both night and day to complete the defences; while I gave him every assistance in my power. My subordinates also exerted themselves in this work in the most praiseworthy manner.

I further find on examination, that the completion of the defences is a work of the highest importance; and that nothing should be wanting to carry out such. As the treasury is, however, deficient in funds for such a purpose; as the contributions of Keansuh and Shensi are required in these provinces, where the monthly expenditures are very heavy to pay the forces in the field; and as the defences of Teentsin cannot properly be delayed, it has been necessary to devise other measures to raise the necessary funds. Moreover the proper state of the Teentsin defences is a matter which concerns every Chinese, and such work cannot be compared with the necessity of defending any unimportant and distant places of the empire. Hence the authorities and gentry must use every exertion to raise money to complete the defences. I have therefore given orders to the authorities to urge upon the gentry and merchants the necessity of raising the requisite funds; and I have likewise instructed the Commissioner of Finances to call upon the subordinate officers to also subscribe money for the same purpose. In order to set a proper example I have subscribed 5,000 Taels; Changluh, the Salt Commissioner has subscribed 10,000 Taels; Tsungluh the Tsingho intendant has subscribed 3,000 Taels; Sunche the Teentsin intendant has subscribed 4,000 Taels; the Commissioners of Finances and Justice being at present at Peking I have written to them instructing them to make subscriptions according to their means. By these measures I trust, that a considerable fund will be raised to defray the outlays for the completion of the necessary defences. Later, on the money being all got in, I shall make a report to Your Majesty of the amount subscribed, and the manner of expenditure. The money shall be put under the care of a special officer, who will be responsible for it. I have under these circumstances dared to memorialize Your Majesty and now humbly pray Your Majesty will deign to cast a glance on my respectful memorial."

The Governor General also prays the Emperor to raise Changluh the Salt Commissioner to the 2nd rank for the subscription he has given, refering to a precedent in the case of Shwuyse an officer in His Majesty's household. He also prays that Tsungluh, the Tsingho intendant, and Sunche the Teentsin intendant, may have their merits in this service taken under favorable consideration by His Majesty.

On the 3d ultimo, Yingke the Governor of Honan sent from that province 20 small brass guns, and 80 iron guns for the defences of Teentsin.

An appalling murder has been committed on the body of the 2nd Engineer of the steamer *Rêmi*. The minutes of the Inquest are below. A reward of two hundred dollars is offered by Her Majesty's Consul for such evidence as will lead to the conviction of the person or persons actually guilty of the murder.

The sudden disappearance of foreigners, many of whom are never afterwards discovered, is a case of frequent occurrence in this settlement and calls for the interposition of the foreign Consuls to organise a system by which boatmen and public houses shall be licensed, with the view of tracing, with the assistance of the Municipal Police, the footsteps of seamen and casual visitors.

An Engineer who was in the employ of Mr. Muirhead has been missing for the last two months, he was last seen leaving the Union Hotel, at night, and has never since been heard of.

Examination *touching the cause of death of John Foreman Engineer of the British Steamer "Rêmi" whose body was found in the Woosung river at Shanghae on the 5th day of July* 1859.

At H. B. M. Consulate of Shanghae, this 6th day of July, 1859.

H. M. Vice-Consul and F. C. Sibbald, Esq., M.D., proceeded to view the body, which had been deposited in the Mortuary Chapel of the Sailor's Burial Ground at Pootung. The report of Dr. Sibbald is annexed to these proceedings.

This *6th day of July, 1859,* personally appeared before me, John Markham, H. B. M. Vice-Consul for Shanghae, Peter Laen, Master of the Steamer *Rêmi*, who having been duly sworn states,—

On Friday, the 1st July, John Foreman left the *Rêmi* between 6 and 7 o'clock P.M., we missed him and made all search during Saturday, but heard nothing of him till Tuesday the 5th when I met Mr. Reynolds who told me a body was floating down the river. We found the body on shore between the New Dock and Mr. Pinder's and examined it there; we recognised it as that of the missing John Foreman by the stockings which had the initials of his name. His stockings on board also have the same mark. The stockings now produced are those taken from the body and also another pair taken from his chest which show a similar mark.

Charles Scotten, chief Engineer of the Steamer *Rêmi* being duly sworn states,—

I heard nothing of John Foreman from Friday night till Tuesday the 5th although I made every search after him. Mr. Evans' boat came alongside and the man in charge of it told me that he had seen a body floating down the river I went in this boat to examine the body and met Capt. Laen there whose evidence as to the recognising of the body by the stockings I can confirm in every particular.

Examination adjourned till the 7th July.

At H. B. M. Consulate at Shanghae, this seventh day of July, 1859.

E. A. Reynolds of Shanghae having been duly sworn states,—

I saw a body floating past the Dock yard on Tuesday morning, it went on shore between my dock and Mr. Pinder's. Having heard from Capt. Laen that his Engineer was missing and my servant telling me it was the body of an European, I mentioned it to Capt. Laen, and we both proceeded to the body to examine it, he went into the mud and examined it and thinking it was the body of his Engineer, he procured some Chinese who removed the stockings on which were the initials of John Foreman's name. The chief Engineer and others then came up and after examination they identified it as the body of the missing Engineer. *These all having* suspicion that the body had met with violence I followed it to the dead house, and caused the Chinese there to have the clothes and matting removed from the body that I might examine it better. One side of the face was gone by a clean cut—the scalp was cut through and that part of the face was gone. I was close to the body. On the right hand two fingers were severed from the body. On the left side there was a clean incision wound from which *the entrails* were protruding. The body had on no trowsers or shoes when it was found—only the remnants of a shirt and alpaca coat. I heard that when he left the ship he had on a new pair of shoes and trowsers, and the chief Engineer stated that on one of the fingers which were cut off he wore a gold ring.

The examination was adjourned till the 8th July at 11 o'clock.

H. B. M. CONSULAR COURT SHANGHAI.

Civil side.

8th July, 1859.

Before D. B. Robertson, Esq., *H. M. Consul.*
J. Markham, Esq., *H. M. Vice-Consul.*
Messrs. Barnes Dallas, } *Assessors.*
James Dow, }

H. M. Consul being of opinion that the case assumed a very grave character called in the assistance of Assessors. The previous examinations were read, and the witness George Smith called in.

George Smith, Hotel keeper of Shanghae duly sworn states,—

I knew the deceased John Foreman as 2nd Engineer of the *Rêmi*. He came to my house about ½ past 6 or 7 o'clock on the evening of Friday the 1st July and left about 11 as I hear from my assistant. When I last saw him he was sober. I dont think he had any money as he put his name down in my book for some 4 dollars. I saw him last about 10 o'clock on *that evening*. I know nothing about his general character.

William Hinds assistant to George Smith duly sworn states,—

I knew the late John Foreman as a frequenter of the house. He came in on Friday evening about 6 to 7 o'clock and left about 11, as far as appearances went, perfectly sober, indeed he had had but little to drink in the hotel. I saw a gold ring with a white stone in it on his finger, which I remember well from the fact of his having promised it to me. I could *recognize* it again. He had no money with him and put his name down for the two glasses of grog I supplied him with. He left the bar about 11 o'clock and alone.

John Miller of Shanghae duly sworn states,—

I saw John Foreman shortly after 11 on the bund a little below the Hotel. I spoke to him and wished him "good evening" and he wished me "good evening" also. He was going towards Mr. Fogg's He appeared to be perfectly sober.

C. Cawthorne, duly sworn states,—

I was standing on the bund a little below "Miller's Hotel" on Friday evening talking to Mr. Miller. It was about ½ past 11 and whilst I was there John Foreman passed by, Mr. Miller wished him "good evening" and on my asking "who is that person" Mr. Miller replied, "Mr. Foreman of the *Rêmi*" I never saw him after.

The Court having duly considered the evidence find the deceased John Foreman evidently came to his death by violence but by whom inflicted or when, there is no evidence to show.

Dr. Sibbald's report above alluded to.

I hereby certify that I have examined the body of deceased John Foreman, 2nd Engineer of the Str. *Rêmi*, which was found to be in an advanced state of decomposition but nevertheless the body bore marks of having been extensively mutilated about the abdomen, head, and two fingers removed at the second joint.

Given under my hand at Shanghae this 6th day of July, 1859.

(Signed) F. C. SIBBALD, M.D.

To the Editor of the

North-China Herald.

Dear Sir,—Allow me to call the attention of yourself and your readers to a very mischievous habit which is gaining ground here. I allude to the defacements, alterations, and impertinent remarks which are continually being made by a *select few* on the various circulars which are sent round the settlement. The practice of altering ship's names and of inserting notes of exclamation, &c., &c., seems to be congenial to several would be witty souls here, and it is perhaps as well to assure them at once, that such deeds are not funny and have not a germ of wit in them, but are on the contrary viciously rude and ungentlemanly.

A recent glaring instance has prompted these remarks. The subscription circular of the Amateur Dramatic Corps has been and is still, going round, and it is surprizing to observe the liberties that have been taken with it. One smart individual has thought fit to convert the *subscription* of the gentleman whose signature stands next to his own, from "Taels 15" to "Mex. 15" adding several notes of intense admiration! I may state that the doer of this brilliant deed is found out, and can only say that the discovery caused no surprise. Another wag has amused himself (and himself *only*) by converting quite a large number of 5 Tael subscriptions into 15, and has thereby caused not only great confusion, but some unpleasantness. This proceeding is simply *criminal*, and as such can hardly be considered either funny or advisable. I need not multiply instances, for I doubt not the practice has been noticed by every resident.

It will be well if these clever people address their talent in future to other and worthier ends, or if they *cannot* behave themselves *properly* let them be passively ungentlemanly and not actively offensive. At all events I would strongly counsel them to cease meddling with the circulars of those who want neither the will nor the power, to follow up detection by prompt punishment.—Your obedient servant,

A Member of the Amateur Dramatic Corps.

Shanghae, 8th July, 1859.

[We avail of this opportunity to complain of a similar course practised on the Shipping Report that we circulate every Friday for corrections to assist us in making that portion of our Journal as accurate as we can—as much for public information as for our own credit. The destination of *vessels* is sometimes unauthoritatively altered, and remarks made which lead, unwittingly, to the publication of errors that are, of course, attributed to us, by all but those who mischievously deceive us. It would be a protection if the initials of the parties making the alterations were given.—Ed.]

A JOURNEY TOWARDS THE YELLOW RIVER.

(Concluded from No. 466.)

June 14th. Early this morning we passed Loh-chah or the sixth floodgate. Here the canal divides into two branches, the principal branch flowing by *Yang chew* and *Kwa-cheu*, and the other by *Sein nü Miau*. Having entered the principal branch we soon arrived at the town of Shau-puh. Hitherto our course had been nearly west, now it lie north so far as Hwai-ngan fû. At Shau-puh we found an Imperialist camp extending at least seven lee along the eastern bank of the canal. From the tents and batteries, hundreds of white, red, yellow, and variegated flags were flaunting *to the breeze*. Many of the earth batteries are thickly faced with sand bags and mounted with large-ugly guns. The majority of the soldiers are from Shan-tûng province, many of whom are very lusty, able bodied looking men. There are 4 or 5,000 soldiers encamped at this place. Here again we learnt that Kiang-sû is swept clean of the filchers, and that Loh-hoh is the only city in Kiang-puh in the hands of the rebels at present. We had an opportunity of preaching to a good number. There are upwards of 200 Muhammedan families in the place, the majority of whom are from Nan-king. The Nan-king refugees are numerous and live for the most part in mud-straw houses built on the banks of the canal. At Shau-puh we sent letters to Shanghai. We arrived in the evening at Tsein-loh-shan about 15 lee *from* Kau-yû city. Between these two places the width of the stream varies from 15 to 40 yards; the water is very muddy and the downward current strong. The banks are constructed of earth; the eastern bank is very strong and here and there faced with stone. The sluices for the purpose of regulating the water in the canal are numerous. These were all open, and a large volume of water was flowing into the marshy ground on the right. On the western side of the canal is the Kau-yû lake, and is separated from it by a strong embankment. Imperialist camps are placed at intervals all the way from Shau-puh to this place. The soldiers, with the exception of the Shan-tûng men at Shau-puh, are the most contemptable looking creatures I have ever seen. A more haggard, diminutive, and depraved set, *never handled* a gun. It is only surprising that they have not been swept out of existence long ago. That the progress of the rebels in these quarters has been effectually checked by such men of straw, is a convincing proof of their own inherent weakness. The rebels have severel times appeared on the lake, but seem to have been content with exchanging a few shots. I believe that neither Shau-puh nor any of these places have actually been taken though often threatened. Though rather late when we arrived at *Tsein-loh chun*, we had good opportunities for preaching. Here, as well as at almost every place we have been, the name of the Roman Catholic religion is well-known, though I have not yet met with any Roman Catholic converts in Kiang-puh.

15th. Reached *Kau-yû chen* early this morning and arrived at Fan-shwei in the evening. At Kau-yû also we passed a very large Imperialist camp. A line of tents and batteries extends in front of the city wall from the south, round the west, to the north gate. It is intended to guard the city against assaults from the lake. Here the Kau-yû lake pours its waters into the canal and nearly doubles its original bulk. The stream up to Fan-shwei is shallow, narrow and muddy. We entered the city at the west gate and preached several times. The people, though somewhat taken aback, were civil in their demeanour. Many listened with attention to what we told them. They were evidently greatly relieved by the discovery that we were *real* devils and not long-haired rebels in devil's clothing. The one half of the city is a complete wilderness. The north and south gates, and especially the former, are thickly populated, The streets were crowded with a poor looking sort of people who had just arrived from the north and were here seeking for employment as rice transplanters. During the day hundreds of them passed us on their way southwards. With the exception of extensive swamps here and there occasioned by the excess of the waters in the canal, the country through which we passed to-day presented a very flourishing aspect. The dead flatness of the land is greatly relieved by the woody appearance of the country. On our left was the Kau-yû lake which extends from Shau-puh to Fan-shwei, or about 130 lee. In the neighbourhood of Kau-yû it is a magnificent sheet of water. Besides a number of fishing boats, we observed several large junks sailing on its bosom. At Fan-shwei it terminates in a wide marsh. I believe the rebels have more than once crossed it with the view of taking Kau-yû, but without success. The walls are in excellent repair, and the city is and has been well garrisoned. In this part of the country they are very wisely breaking up the grain junks; the timber is sold and the proceeds go to maintain the army. At Fan-shwei, which is 70 lee from Kau-yû, considerable business seems to be carried on. Here I observed one or two large temples. The temples are about the only respectable looking buildings in Kiang-puh. They are not to be compared however, either in point of size or embellishment, with those of Kiang-nan. They are all built of brick, but none of them are painted. The small shrines on the road side, dedicated to the spirits of the land and grain, are innumerable.

16th. Arrived this morning at the district city of Pau-ying. The imperialist camp at this city is comparatively small. We walked from the south to the north gate, and preached at every suitable place. A very large but harmless crowd followed us. The city does not seem to be large nor the population great. The Pau-ying lake on the *western* side of the canal supplies the latter with water at this place. The lake itself is a mere extensive morass, and far inferior to that of *Kau-yû*. The land from *Pau-ying* to *Hwai-ngan fû* is very marshy compared with what we had hitherto seen. I now understand what people mean by saying that the canal is carried over the tops of the houses in the cities of *Hwai-ngan* and *Pau-ying*. Whilst the banks are between 10 and 20 feet above the level of the plain, the water is very little above the level anywhere, and in some places actually below. It must have been kept considerably fuller when the grain junks used to pass along it. All the sluices are open at present, and this will account for the excessive shallowness of the stream in many parts.

Though much time and labour must have been expended in the construction of the Grand Canal, it, like many things besides in China, loses much of its imaginary grandeur on closer inspection. Not far beyond Pau-ying we passed two cemeteries where all the dead in the neighbourhood are intered. I have not seen any exposed coffins in Kiang-puh; they are all covered over with mounds of earth, on the top of each of which is placed *a turret of two conical clods stuck together* at their apexes. We have now entered the land of horses, mules, asses, wheelbarrows and carriages. Two or three large droves of fine horses passed us to-day on their way from Shan-tung to the south. Being the high way to and from Peking, we were continually passed by the couriers bearing Imperial dispatches. Arrived in the evening at Hwai-ngan fû.

17th. Being anxious to reach Tsing-kiang pû as soon as possible we passed Hwai-ngan without calling. The former place is only 27 lee from the latter, and we reached it early in the morning. Our arrival was soon found out, and thousands of the most boisterous and excited class were present in a moment. Deeming it both right and politic to inform the Mandarin of our arrival, and intentions of proceeding beyond, we sent him our cards. By and by a military blue button mandarin came on board to inquire into our rank and object. He was very talkative and affable in his way. He invited us to come and take a cup of tea at his "vile cottage." We consented to go along with him and were only waiting his pleasure. We suggested, however, that it would be hardly safe to leave the boats without some one to take care of them. Dont mind that, said he, it will be all right, and then ordered chairs to be brought for us. When our friend rose to go, to our surprise, he turned around and said—"you better not come." I suppose, he expected us to decline his invitation, and was greatly disgusted with our bluntness in taking him at his word.

He was followed by a host of white buttons sent from the different Ya-muns to make similar inquiries. No less than half a dozen came successively from the same Ya-mun to ask precisely the same questions. Their object was to compare notes, and see whether the reports would tally. Two or three of the white buttons were ordered to remain on board our boats—ostensibly to protect us, but really to watch our movements. Two soldiers also were stationed on shore to keep the crowd in order. Being inclined to go as far as the bed of the yellow river we applied for chairs for that purpose. One of our guardians promised that our request would be complied with, but he must go first and mention it to the Ho-tai. The chairs at length appeared, and we were about starting when one of our friends requested us to wait a little while, until another message was sent to the Ho-tai. All at once the chairs disappeared never to return again. Our patience having been tried for about six hours, and feeling that it was now nearly exhausted, we made up our minds to take a decisive step. We asked them whether we were going to have chairs or no. They replied that as it was getting to be late, we had better wait till the morning when chairs would be brought. Being disgusted with this piece of duplicity and stupid finesse, we told them that we would not wait any longer but would walk it, and with this sprang on shore and made our way through the crowd with ease.

This manœuvre, being altogether unexpected, took them by surprise; and according to my teachers account, the straightforwardness, fearlessness, and original powers of foreigners, became the themes of conversation during our absence. Ere we had proceeded two hundred yards, two white buttons accompanied by a couple of strong reckless looking fellows were at our heels, and did good service in clearing up the way and keeping the crowd back. We soon reached the deserted bed of the yellow river, and found it sure enough as the Chinese say, "as dry as dust." We did not only cross it dry-shod, but converted it into a temporary pulpit. Where but a few years ago, the turbid waters of the Hwang rolled majestically—the common dread of the inhabitants of the plain, there now cottages are built, gardens are planted, carriages pass to and *fro*, the grass is beginning to grow, and sheep are browsing at their ease. Here and there pools of water may be seen but no continued stream. At this place, the bed is nearly as high as the banks, and the surface deposit is of the very finest sand.

Whether the bed of the river has been partially upheaved by subtaraneous forces; or whether aqueous forces alone, without the intervention of the igneous, are sufficient to account for the phenomenon, must be left to the decision of the dynamic geologist. To an amateur, it looks very much as if the old Hwang had choked up its own channel by means of the vast quantity of sand and mud it used to carry in its bosom; and that though it has found its way by *Tsun chen* into the gulf of Pechele, it will ere long close this channel in a similar way, and and be forced back to the old, or compelled to seek for a third.

In turning up the *Kang-kien*, (a few volumes of which I have brought with me,) I find that the drying up of rivers is by no means an uncommon phenomenon in China. In the reign of Kieh Kwei of the Hea dynasty. 1767 B. C., there was a contest between the two suns; all the stars faded away; the Tai mountain in Shan-tûng fell; and the J and the Loh—tributaries of the yellow river in Honan—became dry.

In the reign of *Yew Wang* of the Cheu dynasty 778 B. C. the basins of the king, Wei, and Loh in Shensi, were disturbed by an earthquake and the rivers dried up. The Ki mountain in the same province fell at the time. *Lau tsi* said that the downfal of the Hea dynasty was preceded by the drying up of the J and Loh; that of the Shang dynasty by the drying up of the *yellow river* itself; and that the present drying up of the King, Wei, and Loh—affluents of the Hwang—in a similar manner, foreboded the downfall of the Cheu dynasty.

In the reign of *Ngau wang* 498 B. C., the Kwah mountain fell and choked the Hwang. In the reign of *Hwai ti* of the Tsin dynasty 310 A. D. the Hwang was fordable.

In the reign of *Ngau ti* 404, the river Jû in Honan became dry. I must confess, that what I have seen to-day, does tend to strengthen ones faith in the Chinese records of great and marvellous physical changes.

18th. This morning we found ourselves under a guard. In front of our boat lie two others containing half a dozen or more soldiers, and a tent was pitched on shore. We had told our friends on the former evening, that we would feel thankful for a mule or an ass or anything else this morning, as we wished to see a little more of the bed of the river. They promised to make our request known to the "great man" as they could not bring them without his permission. As they were not forthcoming, we resolved to walk to the place where the canal crosses the river. No sooner had we started, than three or four soldiers followed by a white button were after us We found ourselves under a complete system of espionage until we reached the boats again.

None of the people were allowed to have any intercourse with us, or to convey the least information. When any one would attempt to answer our questions, he was ordered to shut his mouth immediately. Occasionally one of them would run ahead, evidently, for the purpose of preventing the people having anything to do with us.

On our arrival at Tsing-kiang, we soon found out that the officials did not look propitiously on our plan of proceeding beyond, and would do nothing to further it unless compelled. Having no passports we could not insist upon their rendering the necessary assistance. As long as we had been able to get along in our boats, without depending upon them for the means of conveyance, we found the way very smooth. But this we could not do any longer. To proceed beyond this place, it would be necessery to put the boats under their care, but they could not be compelled to accept the trust; it would be necessary to hire carriages or mules, but not a man would lend either without their permission; thus we were completely in their hands. Happily these obstacles (to the infinite disgust of the mandarins) will be removed by the passports, and our successors will not have precisely the same difficulties to encounter.

Tsing-kiang is about one thousand lee from Shanghai, and is situated near the junction of the Grand Canal and the Yellow River. Some of the houses are neatly built, and many of the inhabitants look respectable and well educated. The high roads leading to Honan, Shantûng, and Pechele are wide and continually traversed.

The distance to *Kai-fung fû* in Honan is 1,080 lee which may be accomplished in ten or twelve days; to Peking 1,950 lee and requires twenty days; and to Tsinan the capital of Shantûng, the distance is 1,170 lee or 90 lee more than to Kai-fung fû. The means of conveyance are horses, mules, asses, wheelbarrows, and carriages drawn by mules. Large carriages, which accommodate two or three persons, are two thousand cash a day; mules six or seven hundred cash; and asses two or three hundred cash. We saw one camel, but I believe they are not generally to be had here. Having made up our minds to return without making any further attempts to prosecute our journey, we left Tsing-kiang in the afternoon, and reached Hwai-ngan fû in the evening.

19th. Spent the day at the city of Hwai-ngan. In former times the city was flourishing and the people rich; but since the drying up of the bed of the yellow river, and the interruption of traffic on the canal, it has greatly declined in wealth and importance. The present population is only 50,000, of whom the majority are very poor. The land in the vicinity is flat and marshy. The city has been threatened more than once by the filchers. The people are now apprehensive of the possibility of their paying them a speedy visit, on which account the gates are closed very early. Their safety, however, consists principally in their poverty, as these hounds seek nothing but blood and plunder. The people are much more quiet than those of Tsing-kiang. We found no difficulty in carrying on our missionary work among them, and many listened with a pleasing degree of attention to our message.

22nd. Having passed Pau-ying, Kau-yû, and other towns we reached Shau-puh this afternoon. A little way south of Shau-puh we left the principal branch of the canal on the right and pursued a south easterly course. On our arrival at Rh-tau bridge, we found both banks of the stream covered with soldiers, who had been sent from the camp at Yang-cheu, to fire salutes to the Imperial Commissioners who were passing at the time. The gaudy banners, together with the quixotic appearance and comical motions of the braves, presented a very exciting spectacle. The rebels have paid several visits to Rh-tau bridge, but have invariably left after short skirmishes with the imperialists. At present a small garrison is stationed here, which seems to be as great a curse to the people, as the rebels themselves would be were they in possession of the place. The soldiers, the people say, are braves in the day and robbers in the night.

23rd. Left *Rh-tau kiau* early this morning. The distance from this place to the Yang-tsï is sixty lee; the current from the river is extremely strong nearly all the way. We passed the ruins of several imperialist camps and batteries. On our arrival at *Siau-sha-teu* on the northern bank of the *Yang-tsz* and opposite *Tan-tû*, we observed a number of boats waiting to cross. Though the wind was quite favourable, and the water perfectly smooth, no one could muster sufficient courage to make a start. No sooner did our boats get fairly into the river, than a general stir was heard behind, and in less than ten minutes a dozen or more boats were under sail. Ere we had proceeded far, a dismal clowd was observed by one of the boatmen, resting on the brow of one of the *Tan-tû* hills. His mind was filled with the gloomiest forebodings as he saw the clowd spreading and darkining until the hills had disappeared. A dart of lightening issuing from the darkness, followed by two or three low angry growls, deepened his fears. But this was not all; by and by the tail of a black dragon appeared beneath the clowd. Had it been his head, instant death would have ensued to us all. As it happened it was only his tail and this was sufficient to deprive our boatmen of the very last particle of courage that remained. The adage that—"seeing is believing," is not more true than the reverse—"believing is seeing." Whilst we saw nothing, they would have it, in spite of logic and ridicule, that they saw distinctly. This, together with a shower of rain which was at hand, made them turn into a quiet creek, from which we found it impossible to move them this evening.

24th. Crossed the river quite early this morning. The scenery is very beautiful just about here. We found the hills and islands very reviving both to our eyes and spirits after the dead flatness of *Keang-puh*. Passing *Tan-tû* and other small places, we arrived in the afternoon at *Tan-yang*, where we preached several times This city is celebrated as the place where the brave Hiang-yûng fell in June 1857. It has been saved from falling into the hands of the rebels by the skill and valour of Chang-ko-liang. The city itself is small and poor, but its position in a military point of view is very important.

We spent the night at *Pung-lien* which is only 27 lee from Chang-cheu. When *Chingkiang* was in the hands of the rebels, the *Yang-tsze* was crossed at this point; at present it is generally crossed at Tan-tû where it is considerably narrower.

29. Having passed Chang-cheu, U-sih, and called at Hü-shû-kwan and Sû-cheu we arrived at Shanghai this morning in health and peace. We were heartily glad to find ourself again on the south of the river. Kiang-nan with all its faults is infinitely superior to Kiang-puh. Though the land is well cultivated and the people industrious, yet the population is sparce and poverty reigns. Mud houses and extensive swamps are anything but pleasing to the eye or gratifying to the imagination; and Kiang-puh abounds in both. The language is a kind of Mandarin with great many local peculiarities. Beyond U-sih we found the Shanghai Colloquial useless, whilst the Nanking Mandarin was nearly everywhere quite intelligible. The people on the whole are quiet and harmless, and the missionary would find it comparatively easy to carry on his work among them. The salvation of man is the object of his life, and a place should be interesting to him according as it affords opportunities to promote this end. I trust that Kiang-puh will not be altogether neglected by the Shanghai Missionaries; but that they will, according to their means and opportunities, strive to promote its enlightenment and evangelization. Let Missionaries be not content with small things. Let them "attempt great things for God and expect great things from God."

CWMNANT.

THE ART-UNION OF LONDON.

At the annual meeting held in London on the 26th April last, the following prizes were drawn for subscribers of the current year. A porcelain group of Venus and Child for Mr. E. Warden; A volume of 12 choice Photographs, each, for Mr. E. W. Dixon, and Mrs. J. Wright, Shanghai.

The delay in sending out the engravings to which subscribers at Shanghai are entitled, for their guinea, is much complained of. The prizes for 1858 have not yet been received by the Honorary Secretary and now those for 1859 are due.

A vain man's motto is, win gold and wear it; a generous man's, win gold and share it; a miser's, win gold and spare it; a profligate's, win gold and spend it; a broker's, win gold and lend it a fool's, win gold and end it; a gambler's, win gold and lose it; a wise man's, win gold and u-

IMPORT CARGO

Per *Hersilia*, from Liverpool.

Grey Shirtings,	47,650	pieces.
White, do.	3,850	„
White Spotted Shirtings,	1,498	„
Dyed do. do.	500	„
White Brocades,	5,000	„
Colored do.	1,000	„
Damasks,	240	„
Chintzes,	5,000	„
T. Cloths,	2,240	„
White Cottons,	250	„
Printed do.,	1,500	„
Spanish Stripes,	816	„
Habit Cloth,	120	„
Dimity,	600	„
Grey Twills,	1,152	„
Woollen Mixtures,	240	„
Camlets,	360	„
Lawn,	2,500	„
Iron Bars,	1,597	„
„ Nail Rod,	7,932	bdles.
„ Rd. and Sqre.	1,500	„
Lead,	875	pigs.

Shanghai, 5th July, 1850.

ADVERTISEMENTS.

NOTICE.

A POSTSCRIPT to the *North-China Herald* is published for transmission to Hongkong and Chinese ports by every favorable opportunity. It contains a *precis* of News, Daily quotations of Exchange and Opium, Arrivals, Clearances, and Departures of Vessels, from the date of the last previous publication until the latest hour.

Price 1 Mex: Dollar per month, payable Quarterly

To Hongkong Subscribers to the *Daily Shipping and Commercial News*, Free.

Subscriptions received at this Office and by Messrs. McEwen & Co., Hongkong.

tf Shanghai, 10th November, 1858.

THE SHANGHAE HOSPITAL AND DISPENSARY.

HAS been enlarged, and can accommodate Private Patients with comfort.

The terms are,

For Private Room, ...Tls. 2.0.0 a day.
„ Officers do. .... „ 1.5.0 „
„ General Wards,.... „ 1.0.0 „

Washing One Tael per month extra.

The Lowest charge is Seven Taels.

F. C. SIBBALD, M.D., *Surgeon.*
Mr. NEWMAN, *Apothecary.*

☞ The Dispensary is well stocked with Medicine, which may be had on application to the Apothecary.

tf Shanghai, July 17th, 1857.

ARMFIELD'S BUTTONS FOR CHINA AND THE EAST.

STRUCK from DIES, cut expressly for these markets in great variety.

Sole appointed Agent,
JOHN W. GABRIEL.
8ju 79, Basinghall Street London.

ELEY'S AMMUNITION

Comprises every description of Sporting and Military Ammunition.

DOUBLE Waterproof Central Fire Percussion Caps, as originally invented by them, are particularly adapted for use in India, where the caps are often allowed to remain a long time on the nipples of rifles and fowling-pieces, the ignition being at all times safe and certain, whilst in humid weather the discharge is as instantaneous as with ordinary caps on the driest day. For testimonials as to their value for shooting in India,

See Col. Jacob's work on "Rifles & Projectiles."

Patent Wire Cartridges

For killing game at long distances; also the Green Cartridges, made with the largest drop shot and mould shot, will be found very effective at large game, where the sportsman has not a rifle in the field.

Also, chemically prepared Cloth and Felt Gun-Waddings, to prevent the leading of guns. Cartridges Cases for breech-loading shot guns, and Ball Cartridges for Prince's and other breech-loading Rifles, Muskets, Pistols, &c.

ELEY BROTHERS,
Sole Contractors to the War Department.

For Waterproof Military Caps, Cartridges and Caps for Colt's, Adams', and other Revolvers, Jacob's Rifle Shell Tubes, &c.

Gray's Inn Road, London, (wholesale only).

ADVERTISEMENT.

R. T. PRITCHETT, RIFLE, GUN, and SWORD MANUFACTURER to Her Majesty's War Department and the Hon. East India Company, begs to call the attention of Officers and Gentlemen abroad to the sound quality and efficiency of the Arms he produces, both for Military purposes and the Sports of the Field. Every GUN sold by R. T. Pritchett is manufactured on the premises, and every RIFLE is bored, rifled, and shot under his personal superintendence. For both large or small bore the PRITCHETT BULLET, as adopted by H. M. Government, without cup or plug, is found most serviceable—very numerous testimonials having been received of its range and truth of flight. To the manufacture of SWORDS also, great attention is paid, the most efficient proof of strength and spring being applied, a guarantee given of the quality of the blade, which is uniformly tested by powerful machinery in the presence of the purchaser, before made up.

86 St. James's-street London.

ALGAR & STREET,

Colonial Newspaper & Commission Agents.

THE COLONIAL PRESS
supplied with
NEWSPAPERS, BOOKS, TYPE, INK, PRESSES, CORRESPONDENT'S LETTERS,
And any EUROPEAN GOODS,
on London Terms.

COLONIAL NEWSPAPERS received at this Office are regularly filed for the inspection of Advertisers and the Public.

11, Clement's Lane,
Lombard Street, London.

APPETITE AND DIGESTION IMPROVED

LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE imparts the most exquisite relish to every variety of Dish, and, by its tonic and invigorating properties, enables the Stomach to perfectly digest the food. The habitual use of this Sauce has been found most conducive to health.

Sold by the principal dealers in Sauces universally. Wholesale and for exportation by the Proprietors, Lea & Perrins, 68, Broad Street, Worcester, and 19, Fenchurch Street, London. Also by Crosse & Blackwell, and other Oilmen and Merchants, London

SHIPPING INTELLIGENCE.

ARRIVALS.

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
July 1	Neva	B. schr	133	Waller	Nagasaki	June—	..	Gibb, Livingston & Co
.. 1	Lina	Bre. bk	426	Meyer	Hongkong	.. 22		Siemssen and Co
.. 1	Minnita	Ha. bg.	200	Bramslöw	do	.. 22		Wm. Pustau and Co
.. 1	Persia	B. ship	661	Parnall	Amoy & Sing.		Rice	A. R. Tilby
.. 2	Fanny Kirchner	Old. bk	477	Block	Swatow		Sundries	Wm. Pustau and Co
.. 2	Senator	S. O. bk	280	Slocomb	Hongkong		Timber	Lindsay and Co
.. 2	Challenger	B. ship	698	Killick	London	Mar 4	General	Lindsay and Co
.. 2	Hellespont	B. str.	330	Bolton	Japan	June—	Sundries	Jardine, Matheson & Co
.. 2	Chieftain	B. bark	442	Maclean	Amoy	.. 29	do	A. R. Tilby
.. 3	Wild Flower	B bark	478	Bain	London	Jan 15	General	Smith, Kennedy and Co
.. 3	Helena	Da. bk	260	Simons	Hongkong	June25	Sundries	Wm. Pustau and Co*
.. 4	N. B. Palmer	A. ship	1396	Friebi	do	.. 28	do	Russell and Co
.. 4	Miranda	Pru. bg	186	Waller	do	.. 27	Sugar &c.	Wetmore, Williams & Co
.. 6	Mandarin	A. ship	776	Parrott	New York	Mar 18	General	Augustine Heard & Co
.. 6	Reinhard	Bre. sh	638	Zimmermann	Macao	June28	Sundries	Wm. Pustau and Co
.. 7	Zwaluw	Du. bk	300	Bloem	Nagasaki	.. 27	do	Wm. Pustau and Co
.. 7	Maryland	A. bark	200	Crosby	Hongkong	.. 30	do	Frazar and Co
.. 7	Evening Star	B. ship	811	Ewen	Auckland	May 11	Ballast	Captain
.. 7	Eastern State	B. ship	813	Kilburn	Hongkong	July 1	General	Bower, Hanbury and Co
.. 7	Georgiana	B. ship	445	Jones	Liverpool	Feb 10	do	Smith, Kennedy and Co
.. 7	Falcon	B. ship	793	Maxton	do	Mar 20	do	Gibb, Livingston and Co
.. 8	Witch	A. bark		Holtman	Hongkong	June28	Rice	
.. 8	Gighet [Russ.	g.-boat			Japan			
.. 8	Fury	H.M.str		Commerell	Gulf of Pechell	July 4		

DEPARTURES

From Woosung.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
July 1	Van der Palm	Du. bk	431	Markus	Kelung	Sundries	Wetmore, Williams and Co
.. 1	Woodville	B. bark	361	Brown	London	Tea & Silk	W. R. Adamson and Co
.. 1	Eliza Mary	B. schr	126	Fine	Nagasaki		Lindsay and Co
.. 5	Boreas	Ha. bk	312	Jebson	Amoy	Ballast	Siemssen and Co
.. 6	Shan-tung	B. bark	311	Baldry	Ningpo	do	W. R. Adamson and Co
.. 6	Archimedes	Bre sch	177	Hilgerloh	do	Sundries	Wm. Pustau and Co
.. 6	Postilion	Du. bk	329	van der Poll	Nagasaki	Ballast	Dimier, Brothers and Co
.. 6	Hellespont	B. str	330	Bolton	Fuchau & Hkong		Jardine, Matheson & Co
.. 7	Rémi	B. str	322	Cowie	Nagasaki	Ballast	Rémi, Schmidt et Cie
.. 7	Wide Awake	B. ship	727	Young	Ningpo	do	Dent and Co

SHIPPING IN HARBOUR

And at Woosung.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch
Abdul Medjid	June19	B. ship	399	Wilkie	Smith, Kennedy and Co	London	
Aden	June29	B. str.	812	Bernard	E. Warden, P. and O. Agent	Hongkong	15th inst*
Admiral	June 4	B. bark	412	Pie	Gibb, Livingston and Co	London	Early
Amazone	May 30	Ha. bg.	160	Westergaard	Siemssen and Co		
Antagonist	May 30	B. bark	436	Turner	Johnson and Co		
Beverley	June15	B. bark	402	Carter	A. R. Tilby	Swatow	cld 7th
Bintang	June19	Du. sch	258	Cowan	Dimier, Brothers and Co	Amoy	cld 6th
Black River Packet	July 21	B. bark	264	Dick			
Bomarsund	Apr 3	B. bark	597	Thomson	Bower, Hanbury and Co		
Castillian	May 11	B. ship	1064	Harrington	Dent and Co		
Catherine	June 6	B. ship	607	Watson	Lindsay and Co		
Celestial	June17	B. ship	494	Brait	Gilman and Co	Ningpo	cld 8th
Challenger	July 2	B. ship	698	Killick	Lindsay and Co		
Chicora	June21	B. ship	453	Fitzgerald	Harkort and Co		
Chieftain	July 2	B. bark	442	Maclean	A. R. Tilby		
Collingwood	June21	B brig	270	Spence	Captain		
Currituck	June 1	A. ship	598	Knowles	Bower, Hanbury and Co		
Cygnet	May 28	A. ship	498	Moses	Augustine Heard and Co	Batavia & Sing.	Early
Day-spring	May 31	B. bark	375	Knowles	Dent and Co		
Dennis Hill	May 17	B. bark	348	Atkin	Smith, Kennedy and Co	Nagasaki	Early
Diana	June 4	B. ship	520	McNielage	Wetmore, Williams and Co		
Duck	May 20	B. schr	145	Prowse	Reiss and Co	Hkong & W'poa	Early
Eastern State	July 7	B. ship	813	Kilburn	Bower, Hanbury and Co		
Eastfield	June19	B bark	434	Copland	Shaw, Bland and Co		
Edouard & Julie	June19	Belg.sh	526	Mennen	Lindsay and Co		
Elizabeth Ann	May 17	B. ship	562	Parsons	Jardine, Matheson and Co	Nagasaki	cld 6th
Emma	June18	B. brig	121	Douglas	Blenkin, Rawson and Co		
Euphrates	Jan 18	B. bark	450	McKellar	W. R. Adamson and Co		
Evening Star	July 7	B. ship	811	Ewen	Captain		
Falcon	July 7	B. ship	793	Maxton	Gibb, Livingston and Co		
Fanny Kirchner	July 2	Old. bk	477	Block	Wm. Pustau and Co		
Forest Queen	June 2	B. ship	839	Grisdale	Johnson and Co	Singapore	cld 8th
Georgiana	July 7	B. ship	445	Jones	Smith, Kennedy and Co		
Gertrude	May 3	Fr. sh.	463	Le Balle	Vaucher, Frères		
Gharra	Aug 16	B. bark	501	Burkett	Wm. Hargreaves		
Giovannina	May 24	Sar. bg	240	Oneto	Dent and Co		
Helena	July 3	Da. bk	260	Simons	Wm. Pustau and Co		
Hersilia	June19	B. ship	623	Sadler	W. R. Adamson and Co	London	16th inst
India	June17	Swe bk	491	French	Order		
Koh-i-noor	June 2	B bark	303	Summerson	W. R. Adamson and Co	Fuchau	cld 7th
Lady Inglis	June 6	B. bark	376	Twizell	Gilman and Co		
Lady Raglan	May 21	B. ship	729	Worden	Smith, Kennedy and Co		
Leontine	June19	Bre. bk	294	Schweitzer	Wm. Pustau and Co		
Lima	July 1	Bre. bk	426	Meyer	Siemssen and Co		
Lobelia	June 7	B. ship	823	Gooding	Turner and Co		
Lord Clarendon	May 26	B. brig	273	Prance	Harkort and Co		
Louisa	Apr 2	B. schr	95	Russell	Dent and Co		
Lucky Star	June23	Sia. bk	450	Pickrell	A. R. Tilby		
Main	June11	Ha. bg.	104	Fredericksen	Siemssen and Co		
Macassar	June 7	Ha. bk	406	Godge	Siemssen and Co		
Mandarin	July 6	A. ship	776	Parrott	Augustine Heard and Co		
Marie	May 30	Bre. bk	334	Schwartje	Siemssen and Co		
Marie	May 19	Pr. bk.	252	Thin	Vaucher, Frères		
Maryland	July 7	A. bark	200	Crosby	Frazar and Co	Nagasaki & Kanagawa	11 inst
Masdeu	Aug 23	B. brig	218				
Meteor	Feb 28	B. str.	136	Macdonald	Captain	*Tug*	
Minna	May 24	A. schr	299	Smith	Captain		
Minnita	July 1	Ha. bg.	200	Bramslow	Wm. Pustau and Co		
Miranda	July 4	Pru. bg	186	Waller	Wetmore, Williams and Co	Hongkong	Early
Neva	July 1	B. schr	133	Waller	Gibb, Livingston and Co	Fuchau	9th inst
Neville	May 3	B. ship	715	Kerr	Reiss & Co	London	
New York	June29	B bark	336	Jouhin	A. R. Tilby	Swatow	Early
Nimrod	June27	B. bark	234	Corbett	David Sassoon Sons and Co		
N. B. Palmer	July 4	A. ship	1396	Friebi	Russell and Co	New York	
Ora	May 31	Ha. bg	148	Peters	Siemssen and Co		
Palmerston	June19	B. bark	397	Peters	Wetmore, Williams and Co		
Persia	July 1	B ship	661	Parnall	A. R. Tilby		
Pruth	June 4	B. bark	363	Hutton	Lindsay and Co		
Queen of England	June 3	B. ship	876	Partridge	Johnson and Co	Manila	cld 7th
Radnagore	June17	B. ship	727	Manning	Russell and Co		
Reinhard	July 6	Bre. sh	638	Zimmermann	Wm. Pustau and Co		
Rostock	May 31	Mbg.bk	147	Behnck	Siemssen and Co	Hkong & W'poa	cld 7th
Rubens	June19	B. ship	403	Young	Dent and Co		
Sea Witch	June 6	B. bark	337	Roy	Johnson and Co		
Senator	July 2	S.O. bk	280	Slocomb	Lindsay and Co		
Sir Charles Napier	June 3	B. ship	1160	Scott	Bower, Hanbury and Co		
Southern Belle	May 28	B. bark	541	Benson	Johnson and Co		
Sultan	May 23	A. ship	1184	Berry	Augustine Heard and Co		
Tell	June 7	Ha. bk	286	Koch	Wm. Pustau and Co	Hkong & W'poa	Imdt.
Tross	June25	B. ship	663	Holmes	Jardine, Matheson and Co		
Typhoon	June25	Pru. bg	210	Meincke	Wm. Pustau and Co		
Vindex	June19	B. schr	179	Filleul	Dent and Co	Fuchau	cld 8th
Wagoola	June 8	B. ship	549	Jardine	Jardine, Matheson and Co		
Water Witch	June 6	B. bark	236	Hodge	Dent and Co		
Wild Flower	July 3	B. bark	478	Bain	Smith, Kennedy and Co		
William	June21	B. ship	703	Milton	Turner and Co		
Windward	May 10	A. ship	818	Smith	Russell and Co	New York	
Witch	July 8	A. bark		Holtman			
Witch of the Seas	May 31	Bre. bk	391	Baxter	Jardine, Matheson and Co		
Wodan	May 24	Da. sh.	235	Mathiessen	Harkort and Co	Amoy	cld 8th
Zwaluw	July 7	Du. bk	300	Bloem	Wm. Pustau and Co		
91 *Merchant Vsls.*							

* At daylight, with the Mails for Europe.

SHIPS OF WAR IN HARBOUR & AT WOOSUNG.

Names	Class	Guns	Tons	Crew	Commander	Horse-power
Inflexible	H M p-wl st-sl	6	..	165	G A C Brooker	378
Fury	H M p-whl st sl	6	..	..	J E Commerell	515
Gighet	Russian gun-boat	..	..	..		

VESSELS EXPECTED.

From *London*—Stornoway, 16th March; Chieftain, 31st do.; Marion, 11th April; Assyrian, 11th do.; and Strathmore, 19th do.

Liverpool—Oberon, (*viâ* St. Johns), 10th April; Laughing Water, 29th do.; and Friar Tuck, 3d May.

Cardiff—Galilee, 3d Feby.

Deal—Earl of Southesk, 27th Feby.; and Choice, 10th April.

Gravesend—Ballarat, 24th March.

Swansea—Conheath, 6th May.

Shields—Cleveland, 12th March.

Sunderland—Chrysels, 15th March.

VESSELS OF WAR IN THE PEI-HO AND GULF OF PE-CHE-LI.

Names	Class	Guns	Tons	Crew	Commander	Horse-power
Algerine (85)	H M gun-boat	3	..	50	Lieut W Arthur	80
Assistance	H M st. t'p ship	6	..	118	Wm A J Heath	400
Banterer (79)	H M gun-boat	3	..	37	Lieut John Jenkins	60
Chesapeake	H M st-frigate	..	..	..	Rear-Adml: J. Hope, C.B. Capt G O. Willes	..
Cormorant	H M dispt -boat	6	..	91	A. Wodehouse	200
Coromandel	H M dispt.-boat	5	..	50		150
Cruiser	H M sc-st sloop	17	..	165	John Bythesea	60
Forester (87)	H M gun-boat	3	..	43	Lieut A J Innes	60
Haughty (89)	H M gun-boat	3	..	38	Lieut Geo D Broad	60
Hesper	H M sc-st store sh	4	900	..	J Loane	120
Highflyer	H M sc-st corvt	21	..	240	Capt C F A Shadwell, C B	250
Janus (76)	H M gun-boat	3	..	37	Lieut H P Knevitt	40
Kestrel (69)	H M gun-boat	3	233	37	Geo D Bevan	40
Lee (82)	H M gun-boat	3	..	60	Lieut W H Jones	80
Magicienne	H M steamer	16	..	220	Capt N Vansittart, C B	400
Nimrod	H M dispt -boat	6	..	..	Lieut R J Wynniatt	180
Opossum (94)	H M gun-boat	3	..	37	Lieut C J Balfour	[illegible]
Plover (56)	H M gun-boat	3	..	37		60
Starling (93)	H M gun-boat	3	..	42	Lieut J W Whitshed	60
Du Chayla	H I M st-frigate	..	..	..	Tricault	400
Norzagaray	H I M steamer	..	348	..	Lespès	..
Powhatan	U S steam-frigate	..	..	..	Commodore J. Tattnell Geo. F Pearson	..
Toeywan (B. str.)	chd. by U S govt	..	..	..		

EXPORT *of* TEA *and* SILK *from* SHANGHAI *to* GREAT BRITAIN, *(direct)*,

From 1st July, 1858, to dates.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	SILK *Total Bales*
Aug 7	Mirage	716	London	453,904	256,841	710,745	579
Sept 6	Stornoway	527	..do.	137,776	111,601	249,377	3,457
.. 18	Challenger	698	..do.	221,600	218,800	440,400	3,139
.. 22	Jubilee	764	..do.	37,533	728,336	765,869	2,329
Nov 7	Joseph Fletcher	672	..do.	203,200	340,500	543,700	2,311
.. 14	Assyrian	555	..do.	288,149	332,933	621,082	1,207
.. 25	Wellington	402	..do.	61,357	253,952	315,309	1,171
.. 27	Strathmore	450	..do.	429,255	....	429,255	1,351
.. 28	Lord of the Isles	691	..do.	225,691	381,772	607,463	1,451
Dec 9	Amicus	511	..do.	216,333	282,264	498,597	1,293
.. 12	Akbar	733	..do.	678,200	201,700	879,900	645
.. 13	John Masterman	608	..do.	453,593	262,037	715,630	703
.. 25	Scutari	543	..do.	367,090	224,894	591,984	839
Jan 12	Spirit of the North	671	..do.	257,000	276,800	533,800	1,612
.. 20	Idas	706	..do.	569,693	284,798	854,491	321
.. 30	Zealandia	1031	..do.	849,700	227,800	1,077,500	1,538
Feb 2	Portena	354	..do.	149,653	197,551	347,204	466
.. 28	Taymouth Castle	682	..do.	771,177	72,919	844,096	56
.. 28	Westburn	593	..do.	332,036	309,736	641,772	315
Mar 5	Carausius	510	..do.	214,152	383,723	597,875	536
.. 24	Sir W. F. Williams	869	..do.	676,551	309,133	985,684	698
.. 29	Polly	388	Liverpool	362,996	76,066	439,062	....
Apr 6	Berwick Walls	621	London	509,807	199,429	709,236	551
.. 10	Earl of Windsor	739	..do.	520,480	285,595	806,075	481
.. 19	Heroes of Alma	557	..do.	297,768	283,823	581,591	832
May 31	New Era	725	..do.	306,148	385,706	691,854	514
June17	Salacia	449	..do.	474,816	26,015	500,831	....
				10,065,658	6,914,724	16,980,382	28,395
1859 July 1	Woodville	361	London	225,462	32,000	257,462	30

EXPORT *of* TEA *and* SILK, *from* SHANGHAI *to the* UNITED STATES,

From 1st July, 1858, to dates.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds*	*Raw Silk.* Peculs	*Other Silk*	*Silk Piece Goods* Pieces
Oct 2	Fairy	629	NewYork	....	573,110	573,110	137:16	....	10,400
.. 9	Quickstep	523	..do.	....	706,803	706,803	19:20	....	....
.. 13	Hotspur	862	..do.	....	831,290	831,290	222:19	....	12,570
.. 15	Pampero	1375	..do.	....	1,265,254	1,265,254	196:89	....	2,775
.. 23	N. B. Palmer	1399	..do.	....	1,277,100	1,277,100	25:02	....	10,500
.. 31	Mandarin	776	..do	....	718,461	718,461	....	....	[illegible]
Nov 7	Eureka	1041	..do.	....	1,054,328	1,054,328	36:09	....	....
.. 8	Kate Hastings	448	..do.	....	590,442	590,442	....	....	....
.. 8	Sancho Panza	875	..do.	....	861,500	861,500	39.95	....	4,000
.. 21	Ino	895	..do.	....	639,258	639,258	48:94	....	....
Dec 6	Oscar	648	..do.	1,535	826,031	827,566	126:50	....	....
.. 17	Swordfish	1034	..do.	....	820,555	820,555	20:40	....	4,850
.. 19	Canvass Back	731	..do.	....	750,380	750,380	....	....	....
.. 20	Isaac Jeanes	843	..do.	....	943,133	943,133	51:77	....	....
Jan 21	Nabob	1245	..do.	....	791,400	791,400	171:52	....	10,575
.. 27	Henry Harbeck	714	..do.	....	739,903	739,903	23:15	....	....
.. 28	Beaver	727	..do.	25,400	536,391	561,791	53,60	....	....
Feb 3	Joshua Bates	620	..do.	16,787	607,527	624 314	33:56	....	3,402
Mar 6	Malay	808	..do.	26,000	814,434	840,434	134:63	....	2,125
.. 20	Rom'ce of the Sea	1781	..do.	1,117	652,529	653,646	124:40	....	1,225
.. 20	Indiaman	1164	..do *	....	296,323	296,323	....	....	....
.. 21	Snow Squall	742	..do.	....	597,810	597,810	....	....	....
Apr 2	Union	1012	..do.	132,171	680,272	812,443	7:97	....	....
May 4	Egeria	644	..do.	154,400	674,300	828,700	390:00	....	6,850
.. 4	Arthur	554	Boston	114,197	238,282	352,479	....	....	650
June 5	John Jay	494	NewYork	109,146	420,472	529,618	95:60	....	15,925
				580,753	18,907,288	19,488,041	1,958:54	....	85,817

* *Viâ* Hongkong.

EXPORT *of* TEA *from* SHANGHAI *to the* NORTH AMERICAN COLONIES,

From 1st July, 1858, to date.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds.*
Jan 14	Gauntlet	693	Montreal	57,087	453,513	510,600

EXPORT *of* TEA *from* SHANGHAI *to the* SOUTH AUSTRALIAN COLONIES *(direct).*

From 1st July, 1858, to dates.

Sailed	Ship's Name.	Tons	For	*Black Tea*	*Green Tea*	TEA *Total Pounds.*
Jan 9	Typhoon	220	Melbourne	....	....	167,356
Feb 5	Betty	260	Sydney	....	....	294,609
May 1	Kate	346	Auckland	55,653	....	55,653
.. 22	Mathilde	123	Sydney	....	....	95,489

EXPORT *of* SILK *from* SHANGHAI COASTWISE,

From 1st July, 1858, to dates.

Sailed	Ship's Name.	Tons	For	SILK *Total Bales*
July 15	Formosa. str.,	750	Hongkong	1,276
Aug 2	Aden, str.,	812	do.	2,051
.. 15	Yang-tsze, str.	700	do.	860
.. 15	Chusan, str.,	700	do.	2,699
Sept 2	Yang-tsze, str.	700	do.	72
.. 4	Formosa, str.,	750	do.	2,720
.. 19	Yang-tsze, str.	700	do.	26
.. 21	Norna, str.	970	do.	3,023
.. 24	Hellespont, str.,	330	do.	17
.. 29	Formosa, str.,	750	do.	1,282
Oct 4	Lanrick	283	do.	199
.. 5	Aden, str.,	812	do.	1,829
.. 5	Mary F. Slade	199	do.	20
.. 19	Yang-tsze, str.	700	do.	10
.. 23	Formosa. str.,	750	do.	[illegible]
.. 29	Elizabeth	440	do....*viâ* Amoy	[illegible]
.. 30	Hellespont, str.,	330	do.	[illegible]
Nov 7	Aden, str.,	812	do.	[illegible]
.. 17	Christian	176	do.	34
.. 22	Formosa, str.,	750	do.	3,048
.. 28	Hellespont, str.,	330	do.	17
.. 25	Lanrick	283	do....*viâ* Fuchau	25
Dec 4	Yang-tsze, str.	700	do.	744
.. 7	Aden, str.,	812	do.	2,470
.. 22	Hellespont, str.,	330	do.	311
.. 23	Formosa, str.,	750	do.	2,935
Jan 7	Aden, str.,	812	do.	2,502
.. 25	Formosa, str.,	750	do.	2,061
Feb 7	Aden, str.,	812	do.	869
.. 20	Formosa, str.,	750	do.	2,270
Mar 6	Aden, str.,	812	do.	1,631
.. 23	Formosa, str.,	750	do.	3,026
Apr 5	Rajah, str.,	337	do.	1,947
.. 16	Formosa, str.,	750	do.	2,145
.. 17	Italian, str.	557	do.	53
.. 27	Shanghai, str.,	760	do.	2,190
May 15	Formosa, str.,	750	do.	2,318
.. 17	Hellespont, str.,	330	do....*viâ* Fuchau	13
.. 27	Shanghai, str.,	760	do.	1,336
June15	Formosa, str.,	750	do.	1,301
.. 29	Shanghai, str.,	760	do.	1,688

[*Edited, Printed, and Published Every Saturday, by* CHARLES SPENCER COMPTON, *Shanghai.*]